Mr. KNOLLENBERG. Mr. Speaker, I yield 3 minutes to the gentleman from Arizona (Mr. FLAKE).

Mr. FLAKE. I thank the gentleman for vielding.

Mr. Speaker, the gentleman that just spoke talked about how the committee had done so well with such limited resources and makes it sound like this is positively a skinflint bill, that we're just making do with what we have.

The truth is we are well over the President's budget that he submitted. Let me just give people a flavor for what's in this bill. This is just a slice of the 150 pages of earmarks, more than 1,000 earmarks that were in this bill, 21 of them air-dropped last night that we had no idea were here until today, but here is just an example of some of them in the House-passed version:

There is \$100,000 for the Crystal Lake Art Center in Frankfort, Michigan; \$750,000 to the Detroit Science Center in Detroit, Michigan; \$300,000 for the Houston zoo; \$200,000 for the Huntsville Museum of Art in Huntsville, Alabama; \$100,000 for the Los Angeles Fashion District in Los Angeles, California; \$150,000 for the Louis Armstrong House Museum in Flushing, New York; \$50,000 for the National Mule and Packers Museum in Bishop, California; \$150,000 to the Renaissance Art Center, Inc., in Rupert, Idaho; \$200,000 to the Fruitvale Cultural and Performing Arts Center in Oakland, California; \$100,000 for the 1924 Vaudeville Theater in Plattsburgh, New York; \$200,000 for the Hunting and Fishing Museum of Pennsylvania; \$100,000 for the Lincoln Museum in Hodgenville, Kentucky.

Mr. OLVER. Mr. Speaker, will the gentleman yield?

Mr. FLAKE. I yield to the gentleman from Massachusetts.

Mr. OLVER. I thank the gentleman for yielding.

I would just point out that every one that you have recited, and I have listened to probably 18 or 20 of them along the way, every one of them was in the legislation as it passed the House of Representatives.

Mr. FLAKE. That is correct.

Mr. OLVER. They were not airdropped, as has been suggested.

Mr. FLAKE. No. These were all in the House version, the House version that we had just a couple of days to digest, and we were only able to offer in reality few amendments in keeping with the comity of the House.

This shouldn't substitute for real vetting or real scrutiny when you have earmarks like this. And particularly, I didn't mention and I could read the 21 air-dropped earmarks, the ones that were put in last night that because the majority has waived the rules, we have no ability to actually challenge. We don't know if these earmarks are meritorious or not because they were airdropped in last night. I'm reading these that were in the House-passed version of the bill.

Let me read through a few more and maybe this will clarify it: \$150,000 for

the Atlanta Botanical Gardens in Atlanta, Georgia; \$275,000 for the Berkshire Music Hall in Pittsfield, Massachusetts: \$400.000 to the Bel Alton High School Alumni Association in Maryland; \$500,000 for the Los Angeles County Fire Museum in Bellflower, California.

The SPEAKER pro tempore. The Chair will advise Members that the gentleman from Massachusetts has 1 minute remaining. The gentleman from Michigan has 18 minutes remain-

Mr. OLVER. Mr. Speaker, I reserve the balance of my time.

Mr. KNOLLENBERG. Mr. Speaker, I reserve the balance of my time.

## MOTION TO ADJOURN

Mr. FLAKE. Mr. Speaker, I move that the House do now adjourn.

The SPEAKER pro tempore. The question is on the motion to adjourn.

The question was taken; and the Speaker pro tempore announced that the noes appeared to have it.

Mr. FLAKE. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. dently a quorum is not present.

The Sergeant at Arms will notify absent Members.

The vote was taken by electronic device, and there were—yeas 154, nays 252, not voting 26, as follows:

## [Roll No. 1100] YEAS-154

Aderholt Everett Lungren, Daniel Akin Fallin  $\mathbf{E}$ Alexander Manzullo Feenev Bachus Flake Marchant McCarthy (CA) Baker Forbes Barrett (SC) McCaul (TX) Foxx McCrery Bartlett (MD) Franks (AZ) Barton (TX) McHenry Frelinghuysen McKeon Biggert Gallegly McMorris Bilbray Garrett (NJ) Bilirakis Rodgers Gerlach Bishop (UT) Mica Gingrey Miller (FI.) Blackburn Gohmert Blunt Miller (MI) Goode Boehner Miller, Gary Goodlatte Bonner Moran (KS) Gordon Boozman Musgrave Granger Boustany Neugebauer Graves Brady (TX) Nunes Green, Al Broun (GA) Pearce Hall (TX) Brown-Waite, Pence Hastert Peterson (PA) Ginny Hastings (WA) Burton (IN) Pickering Haves Buyer Pitts Heller Calvert Platts Hensarling Camp (MI) Porter Herger Campbell (CA) Price (GA) Hobson Cannon Prvce (OH) Hulshof Putnam Cantor Inglis (SC) Radanovich Capito Issa Carter Rangel Johnson (II.) Coble Rehberg Johnson, Sam Cole (OK) Reichert Jones (NC) Crenshaw Renzi Jordan Reynolds Culberson Keller Davis (KY) Rogers (AL) King (IA) Davis, David Rogers (KY) Kingston Davis, Lincoln Rohrabacher Kuhl (NY) Deal (GA) Roskam Lamborn Dent Royce Doolittle Latham Ryan (WI) Drake LaTourette Sali Schmidt Lewis (CA) Dreier Lewis (KY) Duncan Sensenbrenner Emerson Linder Shadegg English (PA) Lucas Shays

Shimkus Smith (NE) Smith (TX) Souder Stearns Sullivan

Tancredo Thornberry Tiahrt. Tiberi Turner Upton Walberg

Wamp Weldon (FL) Westmoreland Wilson (SC) Young (AK) Young (FL)

#### NAYS-252

Abercrombie Hall (NY) Obey Olver Ackerman Hare Allen Harman Ortiz Altmire Hastings (FL) Pallone Herseth Sandlin Pascrell Andrews Arcuri Higgins Pastor Ba.ca. Hill Payne Bachmann Hinchey Perlmutter Baldwin Hinojosa Peterson (MN) Barrow Hirono Petri Bean Hodes Poe Pomeroy Hoekstra Becerra Price (NC) Berkley Holden Rahall Berman Holt Honda Berry Ramstad Bishop (GA) Hooley Regula Bishop (NY) Hoyer Reyes Blumenauer Inslee Richardson Boren Israel Rodriguez Boswell Jackson (IL) Rogers (MI) Jackson-Lee Boucher Ros-Lehtinen Boyd (FL) (TX) Ross Boyda (KS) Jefferson Rothman Brady (PA) Johnson (GA) Roybal-Allard Rvan (OH) Braley (IA) Johnson, E. B. Brown (SC) Jones (OH) Salazar Brown, Corrine Kagen Sánchez, Linda Kanjorski Buchanan Burgess Kaptur Sanchez, Loretta Butterfield Kennedy Sarbanes Capps Kildee Saxton Cardoza Kilpatrick Schakowsky Carnahan Kind Schiff King (NY) Carney Schwartz Scott (GA) Castle Kirk Castor Klein (FL) Scott (VA) Kline (MN) Chabot Serrano Chandler Knollenberg Sestak Clarke Kucinich Shea-Porter Clay LaHood Sherman Cleaver Lampson Shuler Clyburn Langevin Simpson Cohen Lantos Sires Larsen (WA) Conaway Skelton Convers Larson (CT) Slaughter Cooper Smith (NJ) Lee Costa Lewis (GA) Smith (WA) Costello Lipinski Snyder Courtney LoBiondo Solis Cramer Loebsack Space Lofgren, Zoe Crowley Spratt Cuellar Stark Lowey Cummings Lynch Stupak Mahoney (FL) Davis (AL) Sutton Davis (CA) Maloney (NY) Tanner Davis (IL) Markey Tauscher Marshall Davis, Tom Taylor DeFazio Matheson Terry Thompson (CA) DeGette Matsui McCarthy (NY) DeLauro Thompson (MS) McCotter Diaz-Balart, L. Tierney McDermott Diaz-Balart, M. Towns Dicks McGovern Tsongas Doggett McHugh Udall (CO) Donnelly McIntvre Udall (NM) Edwards McNerney Van Hollen Ehlers McNulty Velázquez Meek (FL) Ellison Visclosky Ellsworth Meeks (NY) Walden (OR) Emanuel Melancon Walsh (NY) Walz (MN) Engel Michaud Eshoo Miller (NC) Wasserman Etheridge Miller, George Schultz Watt Mitchell Farr Fattah Mollohan Waxman Ferguson Moore (KS) Weiner Welch (VT) Filner Moore (WI) Fortenberry Moran (VA) Wexler Fossella. Murphy (CT) Whitfield Frank (MA) Murphy, Patrick Wicker Giffords Murtha Wolf Gillibrand Myrick Woolsey Wu Gonzalez Nadler Green, Gene Napolitano Wynn Yarmuth Grijalva Neal (MA)

# NOT VOTING-

Baird Carson Cubin Capuano Delahunt

Bono

Dingell Dovle Gilchrest Gutierrez Murphy, Tim Waters Hunter Oberstar Watson Jindal Paul Weller Levin Ruppersberger Wilson (NM) Rush Wilson (OH) Sessions McCollum (MN)

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). Members are reminded there are  $1\frac{1}{2}$  minutes remaining on this vote.

#### □ 1700

Messrs. PALLONE, MELANCON, POE, REYES, DAVIS of Virginia, TIERNEY and PAYNE and Ms. BERK-LEY changed their vote from "yea" to "nav."

So the motion to adjourn was rejected.

The result of the vote was announced as above recorded.

Stated for:

Mr. TIM MURPHY of Pennsylvania. Mr. Speaker, on rollcall No. 1100, had I been present, I would have voted "yea."

Stated against:

Mr. RUPPERSBERGER. Mr. Speaker, on rollcall No. 1100, I was unable to vote due to medical reasons. Had I been present, I would have voted "nay."

Mr. POE. Mr. Speaker, on rollcall No. 1100, had I been present, I would have voted "nay."

CONFERENCE REPORT ON H.R. 3074, TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RE-LATED AGENCIES APPROPRIA-TIONS ACT, 2008

The SPEAKER pro tempore. The gentleman from Massachusetts has 1 minute remaining. The gentleman from Michigan has 18 minutes remaining.

The Chair recognizes the gentleman from Massachusetts.

Mr. OLVER. Mr. Speaker, I reserve the balance of my time.

Mr. KNOLLENBERG. Mr. Speaker, I yield back the balance of my time.

Mr. OLVER. Mr. Speaker, at this time I would like to enter into the RECORD two more letters, which I have in hand now, one from The United States Conference of Mayors, the National Association of Counties, the National Associations of Local Housing Finance Agencies, the Association for County Community and Economic Development, and the National Community Development Association in support of the conference report on H.R. 3074. And also, the second letter from the U.S. Chamber of Commerce urging support of the conference report for H.R. 3074, signed by the executive director of the U.S. Chamber.

NOVEMBER 14, 2007.

Hon. John W. Olver,

Chair, Subcommittee on Transportation, Housing And Urban Development and Related Agencies, Committee on Appropriations, House of Representatives, Washington, DC.

DEAR CHAIRMAN OLVER: The undersigned organizations of local elected and appointed officials urge passage of the conference report on H.R. 3074 that provides funding of transportation and housing programs at \$105.6\$ billion. Housing and community development is a major challenge. Local govern-

ment officials know that decent, safe, affordable housing is at the core of family stability and strong neighborhoods. Your bill will assist us in achieving affordable housing and community development goals.

H.R. 3074 provides funding for the Community Development Block Grant (CDBG), HOME Investment Partnerships Program, Public Housing, Section 8, Homeless, and other housing and community development programs. As you know, more than 260 mayors signed a letter calling for increased funding for the CDBG program. HOME continues to be an effective affordable housing program having assisted the development and rehabilitation of nearly 900,000 affordable homes for very low and moderate-income families. These are just two examples of effective programs. Virtually every housing and community development program in your bill can be cited as having an exemplary record.

We urge the House to pass the conference report to the bill, H.R. 3074.

Sincerely,

The United States Conference of Mayors; National Association of Counties; National Associations of Local Housing Finance Agencies; National Association for County Community and Economic Development; and National Community Development Association.

> NOVEMBER 13, 2007. he U.S. House of Rep.

To: The Members of the U.S. House of Representatives:

The U.S. Chamber of Commerce, the world's largest business federation representing more than three million businesses and organizations of ever size, sector, and region, strongly urges you to support the conference report for H.R. 3074, the "Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2008." This bill provides the necessary funding to ensure that the U.S. transportation system is the safest and most efficient in the world.

The business community depends on a safe and reliable transportation system to remain competitive and efficient. The nation's transportation system is the foundation of the nation's economy. If the investments necessary to maintain this foundation are not made, the U.S. economy win suffer. The inadequate surface transportation system costs the economy \$63 billion annually in lost time and fuel

H.R. 3074 addresses the enormous demands of the nation's transportation infrastructure system by providing funding for the highway and transit programs authorized by Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which President Bush signed into law two years ago as well as funding for the Federal Aviation Administration to improve the safety, performance and capacity of the nation's aviation system.

While the Chamber strongly supports passage of H.R. 3074, it is important to note that the Chamber is disappointed that H.R. 3074 under-funds public transportation by \$81 million. These investments are vital to the safety of our system and the health of the nation's economy. It is imperative that commitments made under SAFETEA-LU be maintained as is required by law.

For these reasons, the Chamber urges you to support the conference report for H.R. 3074 and may consider using votes on, or in relation to, this issue in our annual How They Voted scorecard.

Sincerely.

R. BRUCE JOSTEN.

Ms. WATSON. Mr. Speaker, the conference report on H.R. 3074 provides critical funding for construction of new roads, repairs, and overall improvements to our Nation's infra-

structure. The legislation also provides needed funding for housing vouchers and new vouchers for veterans and disabled and low-income families.

Mr. CONYERS. Mr. Speaker, when it comes to passing a funding bill that has a positive economic impact on our Nation, none is more important than the fiscal year appropriation for the Departments of Transportation, Treasury, and Housing and Urban Development.

America's transportation system is being stretched beyond its capacity. Both public and private usage of highways, transit, and aviation systems are increasing at rates far outpacing infrastructure investment. A decaying surface transportation system costs the U.S. economy \$78 billion annually in lost time and fuel while congestion adds significant pollution to the air, and substandard roads claim thousands of lives every year.

By investing \$40 billion in the Nation's highway system for construction of new roads, repairs and improvements and \$1 billion to address deficient bridges across America, H.R. 3074 honors the commitments to capital investment in highway and public transportation infrastructure made by Congress in the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and will not increase the Federal budget deficit.

This bill also addresses many of our Nation's pressing housing needs, at a time when we are facing a housing crisis that has directly impacted millions of American homeowners and millions more as the effects have rippled through the U.S. and world economy. National estimates indicate that as many as 2.5 million mortgages will reset to higher interest rates in the near future.

The fiscal year 2008 appropriation for the Department of Housing and Urban Development also addresses the plight of homeless veterans. According to the National Coalition for Homeless Veterans, one out of every three homeless men who is sleeping in a doorway, alley or box in our cities and rural communities has put on a uniform and served this country. By providing \$75 million in housing vouchers to homeless veterans, we are beginning to address this problem by providing safe, affordable, permanent housing access to 7,500 of our homeless veterans.

Another housing program strongly supported by my constituents that this bill funds is the Section 8 Project Based Vouchers. If passed the conference report will allocate \$6.4 billion, \$405 million above 2007 and \$568 million above the President's request, to provide affordable housing to 1.3 million low- and very low-income families and individuals, two-thirds of whom are elderly or disabled.

When we pass this bill today and send it to the President, the House of Representatives will be addressing the important challenges of keeping our Nation's transportation system safe and strong, ensuring that every American has adequate shelter, and doing so in a way that strengthens the economy.

Mr. UDALL of Colorado. Mr. Speaker, I rise in support of this conference report for the Transportation, Housing and Urban Development Appropriations for 2008.

The funding provided in the conference report helps enhance our national transportation system at a critical time. Our transportation system is extended beyond its capacity. Public